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consumers.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

## BIRTH.

At Nagasaki, on the 22nd June, the wife of G. E. Moseley (of Singapore), of a daughter.

## DEATHS.

At the Government Civil Hospital, Hongkong, on the 4th July, Mrs. MARGARET NOLAN, of Wexford, Ireland, aged 60 years.

On Saturday, 23rd ult., at Kobo, WILHELM SCHWEPPE, aged 46, a native of Hamburg.

At Ventnor, Isle of Wight, Virginia, widow of the late Joseph Robert Brown, formerly member of the Legislative Council of Hongkong, and deeply beloved mother of Mrs. Brown, of Shanghai. By telegraph.

## The Daily Press.

HONGKONG, July 6th, 1900

Wireless telegraphy, which, judging from the slow progress it has been making, finds comparatively few applications in times of peace, has doubtless its most useful part to play in war. Already in the mimic warfare of the Naval Evolutions it has been found of the greatest service in enabling a distant squadron to announce to an isolated fleet its whereabouts, and this, in spite of the fact that we have no practical means of controlling its path, will probably be found its most useful service. "How useful it could be made we have an example in China at the moment. Had Admiral Seymour's plucky detachment, when unseparated it went out into the darkness to brave the whole Chinese army, been provided with such a signalling apparatus, the whole of the Empire would not have watched so long in vain for the slightest indication of the fate of his gallant men. Again had Tientsin been provided with an installation it would have been practical effectually to communicate with the relief party, and to arrange a concerted method of attack. It is quite true that the system is subject to all the disabilities of every system of visible telegraphy, and that a message sent to a relieving force will be equally visible to the enemy. In this, however, it is well to remember, it labours under the same disadvantages as the heliograph. There are of course others peculiar to itself, and in spite of Mr. Marconi's repeated assurances that he is able to reflect to a point the Hertzian rays proceeding from his apparatus, the fact still remains that those rays in reality affect the surrounding medium, and may be picked up by any in-

strument situated in the field of activity. Still, where the object is to gain definite information as to the locality of a relieving force, the system, though not perfect, may be made to afford indications of the highest importance. During the Boer war it was the custom of that enterprising nation to interfere deliberately with the signals being sent by the British forces, by projecting false signals. More easily than the heliograph the wireless apparatus lends itself to such methods, and a message from the Marconi instrument must thus always labour under the suspicion of falsity. On the other hand the Hertzian message possesses the invaluable property that it cannot be interfered with on its road by weather or interruption of any sort, and this gives a peculiar advantage where an order has to be communicated to several points at once. Take, for example, our own case with the Kowloon Extension; a signal given from the Headquarters staff would be at once read on all the corresponding instruments on the mainland; and this might mean the salvation of the whole in case of a secret attack on any isolated part. As by the cleavage of the signalling wire the distance over which it is possible to flash a message may be almost indefinitely increased, there would be a means of communicating messages, say from Taku to the Tientsin Light in one stretch, whence to Chefoo or Weihaiwei would be but a short distance. In fact in the case of a coast like that of China, where overland telegraphy is practically extinguished, the wireless Marconi system would find its proper place. As a commercial venture the system will probably never be of sufficient importance to justify its installation, as the difficulty of inaugurating a direct line is seldom insurmountable. The only exceptions likely to occur are those of isolated stations, as lightships where the laying of a cable presents any special difficulty; and such of course is the position in China just now. We might, of course, and probably will, should the situation last long enough, lay a special cable to Weihaiwei, or even to Taku, but this is a work requiring months to execute. On the other hand, to inaugurate a wireless line, where there exists a flagstaff high enough for the purpose, is only the work of a few minutes; may we hope that Her Majesty's fleet is duly provided with instruments and that we may soon see some such means of communication availed of? In an important naval station like Hongkong the cost of such an installation would soon repay itself. Even from a commercial point of view, the installation would be of considerable advantage; mail steamers, for instance, would be telegraphed independent of weather; vessels could ascertain their exact position in case of fog; and prompt assistance could be sent to ships in distress. These are undoubted advantages to be gained for the Colony; and when in addition to these we point out the utility to the Empire we trust that no time may be lost in utilising the invention.

In the 24 hours preceding noon yesterday, there were reported five fresh cases of plague and twelve deaths.

H.M.S. *Plover*, Lt. Comdr. Cowper, arrived in the harbour on Wednesday from Singapore, which she left on the 28th ult. She is in a condition for immediate service.

A chair coolie in the employ of Mr. J. J. Francis, Q. C., was taken ill on Wednesday afternoon and subsequently died. He was afterwards found to have been suffering from plague.

We received from the U. S. Consulate General yesterday the following typhoon warning, dated 4th July, 7 p.m.:—The typhoon in the Pacific E. N. E. or N. E. of Manila is moving, probably northwards.

The Telegraph Companies yesterday informed us that on account of the irregularity and increasing uncertainty of the Chinese telegraphic service between Chefoo and Shanghai, all messages are being duplicated by steamer between the two ports. A steamer bringing a number of telegrams was expected at Shanghai last evening.

Early yesterday morning, Sergeant O'Sullivan found an European lying unconscious in Douglas Lane, behind 3a, Queen's Road, he having evidently fallen from a gangway across the lane. The man was unconscious and had a couple of large wounds on the head. The man was conveyed to the Hospital, where he died, before he had been able to say anything. Later on the body was identified as that of J. Logan, an engineer out of work, who lately resided at Edward's Boarding House. His brother identified the body.

As stated in our issue of yesterday morning, a party of Police went over to the New Territory on Wednesday and partially patrolled the Tung Hoi district during their visit to Sai Kung. They found the inhabitants peaceful but very anxious to devise means to protect themselves against the numerous bands of armed robbers who infest the district, by forming a district watchman's corps, arrangements having been made for signalling from one village to another when help is needed. It was no doubt this which gave rise to the rumour that a disturbance was pending. The police, however, were satisfied that there was nothing of a seditious nature afoot.

The *Hart* arrived at Shanghai from this port on the 20th ult.

The local Chinese officials of Shanghai on the 30th ult. remitted through the Provincial Treasurer of Shanghai to H.B.M.'s Consul-General a sum amounting to \$30,000 in all, contributed by them to the Indian Famine Fund. The Treasurer at Soochow contributed Tls. 5,000 to the same Fund.

With reference to the question of Rifle Clubs and Volunteering which has excited so much interest here and at home recently, the following statement of Mr. Labouchere in *Truth* is of interest. He says:—"It is not often that I find myself in agreement with Lord George Hamilton, but I was very glad to see him the other day begging to be excused from associating himself with a rifle club. Lord George's opinion is that such clubs ought to be closely connected with the Volunteers. He evidently recognises that, if they are to rival or compete with the Volunteers, rifle clubs are likely to do more harm than good, and I have not the slightest doubt that he is right."

A Washington telegram of the 2nd ult. reported that on that day the British Ambassador filed in the State Department a request from his Government for the extradition to England of Julian Biddulph Arnold, son of Sir Edgar Arnold, under arrest in San Francisco as a charge of embezzlement in London. The department also received a transcript of the testimony taken at the hearing in the case before the United States Commissioner in San Francisco, who committed Arnold for extradition. No action will be taken by the State Department until the habeas corpus proceeding in Arnold's behalf have been disposed of in the United States District Court, at San Francisco. It is contended in behalf of the accused man that the alleged offence is not extraditable, but both embezzlement and breach of trust are made extraditable offences in the British-American treaty.

Notice is given by Mr. A. M. Bisbee, Coast Inspector at Shanghai, that the character of *Gatash Light* has been changed. The new illuminating apparatus is Dioptric, Lightening-flashing, of the Third Order, showing one white flash every 5 seconds. The new Light-house stands on the eastern end of the summit of the island, 144 feet N. 77 deg. E. magnetic, from the site of the old Light; and the Light, which is elevated 233 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles. The tower is a steel structure, 25 feet high, with a total height from the base to the lantern of 49 feet. The tower is painted white. Approximate position:—Latitude, 30 deg. 48' 37.2" N., Longitude, 122 deg. 10' 13.2" E. Under the heading of "Swatow District," Mr. A. M. Bisbee further gives notice that Captain D. MacKenzie, of the steamer *Kremlin*, reports that his ship struck bottom at 4.55 a.m. on the 4th inst., with East Point, Nanhai Island, bearing north true, and Three Chimney Bluff Point bearing S. 70 deg. W. true, the *Kremlin* drifting at the time, at the point of contact (the bilge keel), about 14 feet. In the above position British Admiralty Chart No. 1257, small corrections to January 1893, shows 14 fathoms of water.

At the Magistrate's yesterday afternoon Mr. Hazeland opened the enquiry into the circumstances connected with the death of Loung Tat Tai, engineer on board the police launch No. 1, through being run over by P. C. Boulger (26) on the 20th June. Dr. Ball said the deceased was admitted into the hospital at 6 a.m. on the 20th inst., suffering from a severe bullet wound in the abdomen. The man was alive then, but died at 12 o'clock the same day. The subsequent made a post mortem examination, and found the bullet had entered the left loin, wounding the intestines in three places, the bullet came out in the front a little to the left of the line, causing a shock as the result of the wounds. The fireman on No. 1 police launch said that at 4.45 a.m. on the 20th he was sitting on the top of the engine-room of the launch near to the deceased when he heard the report of a gun. At the same time the deceased cried out, and European Constable 26 rushed forward and picked him up. Prior to the shot being fired the constable was sitting on the top of the cabin facing the bow. The coxswain of No. 1 police launch said he remembered the morning of the 20th June. He heard the shot of a gun and on turning round he saw the deceased fall down on to the deck. Then he saw European Constable 26 run towards the deceased and place his hand on his abdomen. Prior to the shot being fired Constable No. 26 was sitting on the top of the cabin behind witness. Constable Boulger said that on the 20th June he was in charge of No. 1 launch. At night he told one of the lookouts to load a Winchester rifle. In the morning at about a quarter to five he saw a lookout examining pistol powder and revolver. The rifle was lying close to the revolver. During the time the lookout was doing this witness told him to take his blanket down into the cabin. When he was down in the cabin he looked over the rifle and saw the lever partly open. Thinking that the lookout had unloaded the rifle he drew it towards him to release the trigger. Before he released the trigger he opened the lever completely and glanced into the chamber. He did not see a cartridge, so he closed the lever and pulled the trigger. As soon as he pulled the trigger he heard a report and heard a man groan. He rushed up and found that the deceased had been shot. He got his handskerchief and bound up the wound as best he could, and made all possible speed to the Police Pier. He ran up to the Station to see the Inspector. The Inspector was not in, but he saw the senior Sergeant and explained the matter to him. The Sergeant (Dowley) returned with him to the launch and conveyed the deceased to the Hospital. The gun was lying flat on the top of the cabin when he released the trigger. His Worship said he would read through the evidence and forward his report to the Attorney General.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 5th July, 10.6 p.m.

## WOMEN AND CHILDREN LEAVE TIENTSIN.

The women and children are leaving Tientsin.

## PEKING EUROPEANS ON THE 24TH REDUCED TO TWO DAYS' FOOD.

News has been received via Chefoo, dated Peking 24th ult., to the effect that all foreigners were collected in three Legations, the English, French, and Japanese. They had only two days' provisions.

## "OREGON" STILL UNMOVED.

The *Oregon* is still badly ashore. London, 4th July, 7.15 p.m.

## LATEST OFFICIAL NEWS FROM PEKING.

Admiral Seymour reports that a message was received from Peking on the 24th ult. to the effect that all the Legations except the British, French, German, and part of the Russian had been destroyed.

## EUROPEANS HOLDING OUT WELL.

All the Europeans are gathered in the British Legation. They have provisions, but ammunition is scarce. Europeans hold the city gate near the Legation with captured Chinese guns. There is not much sickness.

## COUNTRY NEAR TIENTSIN FLOODED.

The Chinese have inundated the country near Tientsin, their object probably being the defence of the city to the south. No injury has been received by the allied forces.

## JAPANESE OFFICIAL CONFIRMATION OF THE SIEGE OF THE BRITISH LEGATION.

By the courtesy of the Japanese Consul we are able to publish the following telegram received by him yesterday evening from the Japanese Government:—

The Tsungli Yamen ordered the foreign Ministers on the 19th June to leave Peking within 24 hours. Owing to the danger of the journey they refused to comply. Meanwhile the situation at Peking is growing more and more serious, and the German Minister is reported to have been murdered by Chinese troops on his way to the Tsungli Yamen. According to the report brought from Peking to Tientsin on the 29th June by special messenger, all the Legations except the British, German, and French were destroyed, and the foreigners are besieged in the British Legation under heavy rifle fire.

## REUTER'S SERVICE.

LONDON, 3rd July.

## THE WAR IN SOUTH AFRICA.

The long delay in dealing with Commandant De Wet is being much criticised.

General Colville has been ordered home. The reason for his recall is not explained.

General Clements, who left Sanelah with a flying column and went in the direction of Lindley, was lately engaged on the 29th ultimo; the fight was proceeding.

The Boers were passing towards Piesburg and Commandant Potgieter showing signs of activity.

Five Columns are now converging to break the enemy's resistance south of the Vaal River.

## THE "NORDDEUTSCHER LLOYD" DISASTER.

At the fire of the Norddeutscher Lloyd's wharf, three liners were destroyed and one damaged; the loss is enormous. It is believed that 200 persons perished by drowning and burning.

## LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Kong Albert*, carrying the German mails with dates from Berlin of the 11th June, left Singapore on Wednesday, the 4th inst., at noon, and may be expected here on or about Sunday, the 8th inst., at noon.

The N. Y. K. steamer *Kamohara Maru*, (European Line) left Kobe via Moji for this port on the 4th inst., and is expected to arrive here on the 11th inst.

The C. P. E. steamer *Empress of India* arrived at Kobo at 8.30 p.m. on Tuesday, the 3rd inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at 11 a.m. on the 5th July.

## THE CRISIS IN CHINA.

Now Tientsin has been taken by the Japanese, a graphic description of the relief of Tientsin by the composite force, by one of the rescuers who went up from Hongkong by the *Terrible*—which, by the way, he reports, at one time put on work for 10 knots and was only able to go 9, owing to the tremendously heavy seas. He writes that "the Taku Forts are of the very best, and beautifully armed. It beats me how they were taken." He continues:—"At 7 a.m. next morning [after arrival] we were taken to Taku, our base camp. Going up the river, it was very nice hearing soldiers and sailors of all nations cheering us as two hours after disembarking we entered for our first camp. For Tientsin was reported in flames and very precarious. We had not gone ten miles before we ran off the line, our first carriage carrying our gun being totally wrecked. Capt. Crook, R.N., and Major Morris were in it and got badly bruised. In due course, after repairing the line in various places, we arrived at our first camp. Next morning we started again at 3 a.m., this time marching, clearing the country right and left of the line, so as to allow the train containing the Russians, 400 Infantry, with 4 guns, to come up. After arrival in camp a reconnaissance in force, 200 strong, was made and some soldiers or Boers were met with. Our men knocked the stuffing out of them and burnt their villages. Next morning we again advanced at 3 a.m., our object being Tientsin, but honestly we never expected to get there, as two previous columns had failed. However, with some 1,500 Russians, 200 Germans, 100 Yankees, 300 Royal Welsh Fusiliers and 300 Blue-jackets we advanced, the Russians on the right of the railway line, British on the left. At about 8 a.m. we came into action, the Russians having a terrific fusillade. At this time we cleared all the villages on the river bank, burning them as we advanced. In due time the Russians received a check, and we feared a reverse; but it was decided that the Russians should take the station and hold it, and the British should endeavour to take a strongly held village and a school. This we promptly replied to. When within a 1,000 yards we came under a very severe musketry fire. When within 400 yards we couldn't stick the fire any longer, so we fixed bayonets, Americans on the right, sailors in the centre, Fusiliers on the left. We gave three cheers and raced for the village, clearing all in front of us, killing innumerable Chinese, formed up at the far end, saw the Union Jack, crossed the river over a bridge of piles, and entered British Tientsin. The sight was worth a life-time. How we cheered and were cheered, the women and children crying with joy and bringing our men beer and anything they wanted."

There is now almost a formidable array of ordnance at the British Consulate, where the naval machine guns, a 3lb. Hotchkiss (quick-firer), and other pieces are parked. The Norddeutscher's are still kept at the Central Police Station.

## WEIHAIWEI.

On the 27th news reached Mr. Goodnow, U.S. Consul at Shanghai, that the American Mission at Weihaiwei had been burnt. The *N.C. Daily News* says:—"There is reason to doubt whether the attack on Weihaiwei is the work of the Boers; it is quite likely that it is the work of the people of the district, encouraged by the success of the people elsewhere. Some six miles from Weihaiwei there is a colony of some twenty Germans, well armed, engaged in coal-mining at a place called Mison, and it is quite possible that the country people have attacked both these stations. Some 36 miles from Weihaiwei is the important missionary station of Chingchoufu, and if that should be threatened it will be very awkward for the foreigners there, as the way of escape to Chefoo lies through Weihaiwei. It is possible that the missionaries at Chingchoufu and Weihaiwei have escaped to Kiangchoufu, whither the U.S. Consul at Chefoo had sent a steamer a week ago to bring away the American and British missionaries and other foreigners from Western Shantung and Honan."

## SZECHUEN.

Telegrams have been received in Shanghai from Chungking saying that all is quiet there and at Chingta and that there is no present cause for any alarm with reference to those two cities.

## ANTI-FOREIGN FEELING IN CORIA.

The anti-foreign feeling has apparently spread to Coria. The special correspondent on the 24th inst. that the inhabitants of Chung-chong-do, Chulla-do and the northern part of Kyung-chong-do have presented an application to the Imperial Household asking for permission to exterminate the Christians in their provinces. The ringleaders in the application have been arrested. The gist of the application was that the foreign missionaries living ten Korean miles outside the foreign settlements should be ordered to retire within the Treaty limits, according to the Treaty provisions. Apparently the memorialists were supported by a section of the Government officials, but great reticence is maintained regarding the whole matter.

## AMERICAN LOSSES IN THE PHILIPPINE WAR.

A Washington telegram, dated the 2nd ult., reports:—Secretary Root to-day sent to the Senate, in response to the resolution of inquiry, an extended report on the number of soldiers who have been killed or have died of wounds in the Philippine campaign. Secretary Root also gives the number of those who have been injured and have committed suicide since 1898.

"Whereby it appears," he states, "that the number of insane cases, and the number of suicides have not been increased by service in the Philippines, but remain substantially the same number per thousand as in the period of peace prior to the war with Spain."

The casualties in the Philippines from July 31st, 1899, to May 24th, 1900, according to the report, were:

Deaths:—Regulars, 36 officers and 920 men; volunteers, 41 officers and 854 men.

Wounded:—Regulars, 37 officers and 721 men; volunteers, 91 officers and 1,115 men.

The number of insane soldiers admitted to the hospital at Washington from the Philippines to May 24th, 1900, are: Regulars, 47; Volunteers, 16, of which 13 have been discharged as recovered and 4 remain; one discharged improved and one on a visit from a hospital.

The number of insane soldiers from the Philippines now in the United States hospital at San Francisco, to be sent to Washington, are: Regulars, 5; Volunteers, 4. Held at San Francisco, diagnosis not confirmed: Regulars, 6; Volunteers, 18.

## AMERICAN ESTIMATE OF LOSSES AND GAINS IN SOUTH AFRICA.

The following computation of the cost of the War in South Africa to England and the compensating gains comes from a Chicago source:—

Cost of the army, October 12th to June 12th, per day, \$800,000.

Total cost of army, 243 days, in the field alone, \$194,000,000.

English property owners' business losses, per day, \$20,000.

Business losses, 243 days, \$4,860,000.

New governmental expenses, per annum, \$10,000,000.

Property damages through the war, \$5,000,000.

Total cost of the war, \$214,260,000.

Gain:—Rand mines, value yearly output, \$80,000,000.

Coal fields, value yearly output, \$4,000,000.

Transvaal tax revenues, per year, \$5,000,000.

Orange Free State tax revenues, per year, \$3,000,000.

Diamond fields, value yearly output, \$2,500,000.

The 'dismis' took place on the Bund opposite the Custom House."

Since the recent formation of an American company of volunteers, the Portuguese and Japanese of Shanghai have raised companies. The Portuguese movement was heartily entered into and Senior Consul Valdes has promised the recruits every support. It is estimated that the Company will be 125 strong. The Japanese Company will probably muster 200 strong, under Captain Iannura. The companies will be armed by the Municipal Council, but it is understood that the Japanese dispatch vessel *Yayeyama* brought down a supply of arms also, for use if needed.

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## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. E. D. Ormsby, Director of Public Works) occupied the chair, and there were also present the Vice-president (Dr. Lowson, Acting Principal Civil Medical Officer), Lieut.-Col. Ryan, Mr. Hartigan, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Fung W. Chuen, Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

**THE BOARD AND INHABITANT PROPERTY.**  
Minutes were submitted by the Hon. the Acting Colonial Secretary and the M.O.H. relative to the Board's powers of dealing with insanitary property.

The Acting Colonial Secretary minuted:—  
"Has the Board found its powers of dealing with the premises unfit for human habitation insufficient, and if it has will the Board state what additional it requires?"

Dr. Clark minuted:—"The Board has no power of dealing with premises unfit for human habitation. It can serve a notice for the abatement of a nuisance, and if the Magistrate considers that such nuisance renders a house unfit for habitation he can order its closure until the nuisance is abated, but the Magistrate's order is made on the order of the property, and when the property changes hands the order is no longer binding."

Moreover, such an order involves the incessant watching of the property, which as a rule ought to be demolished, but for this there are no powers.

No. 1, Chik Lane, is a property which ought to have been demolished long ago, and yet there is no power to order this to be done, such as exists at home under the Housing of the Working Classes Act.

Many of the narrow lanes (courts) they are termed in the Imperial Legislation are rendered far more insanitary than they otherwise would be by the erection of rooms over the entrance to the lane, blocking the access of light and ventilation to the lane. These could be removed under the Working Classes Act above named, but here we can do nothing with them.

"Whole areas which are insanitary can be laid out afresh or a wide street driven through them to render the remainder reasonably habitable under the Imperial Act, but it does not appear that such a thing is possible here, although it is quite conceivable that it might be desirable in places."

The additional powers needed by the Board comprise (a) authority to order the demolition of any insanitary property if the nuisance is not abated within a reasonable time; (b) power to order the removal of obstructive buildings, i.e., such as rooms over the entrance to the lane; (c) power to lay out insanitary areas afresh or improve them by opening out streets through the area. Finally, the Board urgently need power dealing with the present excessive height of buildings in relation to the width of streets, and an enactment to the effect that no house may be raised to a greater height than it is at present, unless it be less than one and a half times the width of the street on which it fronts, would even be welcome, for every day's delay in dealing with this question is increasing the difficulty of its final settlement, and there can be no doubt that a settlement must be arrived at before long.

Fifty-four years ago Liverpool obtained far stronger regulations on this subject than have ever been asked for here, and yet we are still without them, and I would beg, therefore, to again direct the most serious attention of the Government to my remarks on this subject contained in my annual report for last year, a copy of which is attached.

Dr. Hartigan minuted:—"We certainly should have power to close dwellings unfit for human habitation. The Law officers should be requested to draft such powers, as they say everything we propose is illegal."

The President said that if they liked they would go into this matter that day, but he thought it was rather a big question, and they might refer it to a sub-committee. He was in the hands of the Board.

Dr. Lowson said no committee of the Sanitary Board could ever satisfactorily solve this question without having proper legal advice, and until the legal advisers of the Crown make up their minds in some way or other to give it was no use their sitting down and wasting their time drawing up New Bills and long minutes like that of Dr. Clark's and getting nothing done. He proposed that the consideration of matter be postponed for a fortnight.

Lieut.-Col. Ryan, seconded, and the motion was carried.

## THE PROPOSED SANITARY WORKS FOR 1901.

The following minutes by the M.O.H. relative to the proposed Sanitary works for 1901 were submitted:

"I understand that the Government are anxious to have a definite statement from the Sanitary Board in reply to their letter No. 749, of the 1st May last, so that provision may be made in the estimates for 1901 for such of the works recommended by the Board as it is thought the finances of the colony will be likely to meet."

"I do not see that that Board can do better than somewhat amplify their recommendations of March last contained in C. S. O. 407/00, by specifying the sites of the latrines and urinals, and by again urging the necessity for a refuse destructor, which is wanted almost as much for the destruction of rats as from plague-infected houses as for the ordinary domestic refuse of the city."

"I would suggest, therefore, that the Board recommend for next year's programme (1) the erections of eight urinals on the sites specified in the estimates report contained in C. S. O. 1271/00; (2) the erection of four additional public latrines on the following sites:—(a) on a portion of the triangle opposite Wanchai Market; (b) at the junction of Caroline Road and Caroline Hill Road; (c) at the junction of Second Street and Western Street; (d) an experimental underground latrine on a site to be selected by the Director of Public Works; (e) some further scheme for the conservation of the fresh water supply of the colony; (4) the refuse destructor, the erection of which was sanctioned in June, 1898."

The Hon. E. D. Ormsby minuted:—"I am not in favour of these urinals, and think we must go on with what we have for a time until the new reservoirs in Tytan are completed. (2) I do not believe in the underground latrines. (3) We have got sufficient schemes for fresh water supply for the next ten years. We should have a vote for \$50,000 for them in 1901. (4) Let us have the destructor."

The following minutes were also appended:—  
Mr. McKie:—"I support the views of the M.O.H."

Dr. Hartigan:—"The latrines and urinals are a necessity, and water must be provided. It is absurd talking of doing nothing."

Lieut.-Col. Ryan:—"I am strongly in favour of all the proposals of the M.O.H. Why not try the experiment of an underground latrine and see the matter at rest? Something should be done without delay, to remedy the scandalous lack of ordinary conveniences in the colony."

Mr. Osborne:—"I agree with the M.O.H."

Dr. Lowson:—"I agree with the M.O.H."

(1) I agree with the President's 2; I would

like to hear more from the D. P. W. on (3) I have heard so many "Tales from the Tytan Hills" that I prefer to trust my own judgment now on the question of water supply. I agree with No. 4. Perhaps there are other matters which want considering."

Dr. Lowson asked if the President could inform them if an underground latrine had been definitely put down in the estimates, and if any instructions had been given to construct one.

The President said the proposal to construct underground latrines emanated from the Surveyor to the Board, Mr. Drury, who was now at home. Mr. Drury wrote a report which was printed and circulated and spoken a good deal about, but at the same time he confessed he (the President) did not believe in underground latrines for this colony. If they sank down 13 feet in the lower part of the city they would come to water, and he believed an underground latrine would be impossible except at an enormous expense. Then on the higher levels they would come to hard rock and would experience great difficulty. Before Mr. Drury went away he asked him to prepare a plan and an estimate for an underground latrine, but he did not do so. Judging from the minutes it would appear as though nothing had been done in this matter, but he might state that during the last 12 months two latrines had been completed, two commenced, and another designed.

Lieut.-Col. Ryan said that notwithstanding the President's statement as to the landable activity of the Public Works department in constructing these public conveniences, the fact still remained that this colony was in a lamentable position in regard to them, and he thought the members of the Board were fully justified in pressing this matter.

Dr. Clark said their duty was to make provision in next year's estimates for certain sanitary works, and he begged to propose that that Board recommend the government to make provision in next year's estimates for the following sanitary works: firstly, eight public urinals on the sites recommended by the Board; secondly, four additional public latrines; thirdly, an extension of the waterworks for the supply of the city of Victoria; and fourthly, the refuse destructor recommended by the Board and approved by His Excellency the Governor in June, 1899.

Dr. Lowson seconded and the motion was carried.

## PUBLIC CONVENIENCES.

The committee appointed to consider the question of public conveniences presented their report in which they recommended the placing of conveniences opposite Wanchai Market, Murray Pier (as an annex to the new Victoria Recreation Club), below Battery Path, under the steps at the south-west corner of the Central Market, below the steps leading up to the Civil Hospital grounds from Queen's Road West, at the corner of Second Street and Western Street, over the sea in the neighbourhood of Canton Wharf, on the Frigate Reclamation, as an annex to the new Government buildings (for Europeans only), beneath the steps at the top of Duddell Street, on the vacant land at Peider's Hill and at the foot of the steps leading to Wyndham Street, in the case of the Clock Tower until it is removed, on vacant land on the east side of Old Bailey, on the site of the disused fountain opposite No. 2 Police Station.

On the motion of Dr. Lowson, seconded by Lieut.-Col. Ryan, the report was adopted, and it was decided to forward a copy to the Government.

## EUROPEAN DISTRICT RESERVATION ORDINANCE.

A letter was read from the Acting Colonial Secretary in reply to the resolution of the Board recommending the Government to extend the provisions of European District Reservation Ordinance No. 16 of 1888 to a portion of the Kowloon Peninsula, and stating that the question was under the consideration of the Government.

## ANTI-PLAQUE SERUM.

Reports were submitted on anti-plaque serum and also minutes by Dr. Lowson and Dr. Clark. Dr. Clark said that in view of the present political situation in China, any attempt to experiment in this matter would be ill-advised, and he proposed that the matter be considered three months hence.

Mr. Osborne seconded and the motion was carried.

## SMOKE NUISANCES.

A minute was submitted by the M. O. H. relative to smoke nuisances. He said:—  
"I frequently receive complaints respecting smoke nuisances, and am powerless to deal with them in the present state of the law."

"In view of the steady increase in the number of establishments causing such nuisances, I think the Board should recommend the Government to introduce a short Smoke-Abatement Ordinance. Among the principle offenders at present are a foundry in the Queen's Road and a pumping engine on the Reclamation near the Queen's Building, while the French mail steamers are notorious offenders in this respect."

"In the Imperial Public Health Act, 1875, smoke nuisances can be dealt with just as any other nuisance, but the Hongkong Public Health Ordinance gives no such powers."

The following minutes were also appended:—  
Dr. Hartigan:—"The M. O. H. might have added the disinfesting apparatus at West Point to his list. I agree with the M. O. H."

Mr. Chan A. Fook:—"I think such Ordinance is necessary."

Lieut.-Col. Ryan:—"I agree with the M. O. H. Mr. Badley:—"I agree with the M. O. H. Dr. Lowson:—"I agree with the M. O. H."

The President:—"I do not agree. I think there is very little smoke except from Chinese cooking for an hour or so in a day."

Dr. Clark proposed that the Board recommend the Government to make the law as to smoke nuisances the same in the colony that it is at home.

Mr. Osborne said it was all very well to make a law to compel people to consume their own smoke, but the people who passed that law should tell them how to do it. He knew that several engineers in the colony had been asked how this smoke nuisance could be abated, and they had given it up as a bad job. He proposed as an amendment that the matter be referred to the Government, and that they be asked to institute enquiries."

Dr. Clark said he was quite prepared to let his motion drop, and second that of Mr. Osborne. His (Dr. Clark's) motion was not seconded.

Mr. Osborne's proposition was carried.

## EXEMPTION APPLICATIONS.

An application for exemption from concreting the ground floor of No. 9, Arbuthnot Road, was refused.

## THE LIMEWASHING RETURN.

The fortnightly limewashing return showed that there had been two prosecutions in the Eastern District and 186 in the Central District, the fines in the former amounting to \$20 and in the latter to \$1,001.

## THE PLAGUE AT MACAO.

There were 50 deaths in Macao for the week ended 17th June, 16 being from plague.

**THE HEALTH OF THE COLONY.**  
The death rate for the week ended 23rd June was 34.1, against 31.1 for the previous week and 50.4 for the corresponding week last year. This was all the business.

## SAN FRANCISCO PLAGUE SCARE AT AN END.

The plague scare in San Francisco owing to the occurrence of a sporadic case in Chinatown seems to have subsided. Dr. G. E. Shrady the specialist was called from New York to investigate the matter and came to the conclusion that there was no plague in San Francisco and that any quarantine established against the city would be unjust. In his final interview the Doctor said:—"Having concluded my mission I shall return to New York on Sunday (3rd June), and in conclusion I wish to say that while I am assured that the plague has been in San Francisco, I am also thoroughly convinced that it was nothing more than a sporadic instance, and that any measure of quarantine which may be taken by outside cities is unjust and unwarranted. The authorities of San Francisco have no present fear of infection, and I agree with them thoroughly in their position. Whatever they have done and whatever they are doing is done simply for the purpose of removing the plague-spot which has long disgraced the city."

Chinatown, however, is to be thoroughly cleaned and reformed, and the merchants of San Francisco are subscribing freely to this object. Dr. Shrady addressed the following remarks to the Chinese residents:—"The Chinese should consider that this movement is for their good, that the white man is a friend to the Oriental, in spite of what is said to the contrary. I am convinced that they can to San Francisco as the Chinese quarter, and that the inhabitants of that quarter will appreciate their efforts. I do not anticipate any trouble in that quarter. I am of the opinion that the Chinese will co-operate with the citizens, and that all this talk of riot is moonshine. I found during my investigation that the Six Companies are perfectly willing to work with the authorities. There will be no trouble in Chinatown if the local Board of Health takes reasonable measures allowing the Chinese to attend to their business, and assuring them that, if everything goes well, they will be in a better condition than heretofore. Some one of influence with the Chinese should persuade them that no harm is intended to them. We all know that the Chinese are suspicious, and every effort should be made on the part of those in authority to relieve this suspicion."

## INTIMATIONS. EYE-SIGHT.

## NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at

(W. BREWER & CO.)

which, during my absence, will be in CHARGE of

Mr. McIVER, Member P. Socy.

A Register of all Glasses supplied my constituents in the Far East is kept here and any kind of ordinary or special lenses can be obtained.

## REPAIRS A SPECIALITY.

N. LAZARUS.

Hongkong, 24th May, 1900. 1532

## NOTICE TO MARINERS.

No. 350.

## CHINA SEA.

## SHANGHAI DISTRICT.

## CHANGE IN CHARACTER OF GUTZLAF LIGHT.

NOTICE is hereby given that the character of Gutzlaff Light has been changed.

The new illuminating apparatus is Dioptric, Lighting-fashing, of the Third Order, showing one white flash every five seconds.

The new Light-house stands on the eastern end of the summit of the island, 144 feet N. 77° E. magnetic, from the site of the old light; and the light, which is elevated 283 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles.

The tower is a steel structure, 25 feet high, with a total height, from the base to the lantern, of 46 feet.

The tower is painted white.

Approximate position: 30° 43' 37" N.

Longitude: 122° 10' 13" E.

By Order of the Inspector General of Customs.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th June, 1900. 1869

## BOMBAY-BURMAH TRADING CORPORATION LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE BATHING SLIPPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 2nd May, 1900. 1633

## WING CHEONG.

JEWELRY, PEARLS, DIAMONDS, CURIOUS, JADESTONEWARE, CARVED IVORYWARE, SILKS, AND GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'ARCADE STREET, Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. 1916

## PORTLAND CEMENT.

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. 1765

## PUBLIC COMPANIES.

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the BLEY-ENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 4, QUEEN'S BUILDING, on SATURDAY, the 7th July, at 12.15 p.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 7th July, both days inclusive.

By Order of the Board of Directors.  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 15th June, 1900. 1759

## THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1900, will be PAID, on application to the Registered Shareholders in the above Company, on SATURDAY, the 7th July, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive.

MEYER & CO., General Managers.  
Hongkong, 25th June, 1900. 1830

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:

1. That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2. That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 8th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board.  
A. SELTON HOOPER, Secretary.  
Hongkong, 23rd March, 1900. 1910

## OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Offices of the Company, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 16th May, 1900. 1848

## FOR SALE.

A FEW OF THE FAMOUS HUNTER BICYCLES.

LADIES' AND GENTLEMEN'S.

Price ... .. \$140

Wm. SCHMIDT & CO., Beaconsfield Arcade.

Hongkong, 16th June, 1900. 1213

## FOR SALE.

CHAS. HEIDSIECK'S

CHAMPAGNE, 1893 WHITE SEAL

\$38.00 per case of 1 dozen quarts

\$40.00 per case of 2 dozen quarts

E. D. KRESSMANN & CO'S

RED AND WHITE

BORDEAUX WINES.

C. G. HIBBERT & CO'S

BOTTLED ALE & STOUT

SILVERSEN & CO.

Hongkong, 5th May, 1899. 140

## FOREIGN AND COLONIAL STAMP DEALER.

No. 37, EGIN STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed 1636

## NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge remaining on board after Noon, the 7th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th July, 1900. 1908

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 7th instant at 10.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd July, 1900. 1881

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 10th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 10th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1900. 1895

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"SARPEDON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the







HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

GEO. P. LAMBERT,  
Auctioneer, Valuer and Goods Broker,  
Duddell Street.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

STAG HOTEL,  
148 and 150, Queen's Road Central,  
Comfortable and Cheap.

THE WESTERN HOTEL,  
Excellent Accommodation, 32.50 per day,  
90 and 92, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.  
BOOKSELLERS AND STATIONERS

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Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Apara-  
tus, Water, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,  
Queen's Road Central. Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

FUJIYAMA & CO.,  
Importers, Exporters and Dealers in Japa-  
nese Curios, 9, D'Aguiar St., and at Kobe.

KUHN & KONOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 55a,  
Queen's Road Central.

## DENTISTS

WONG HONG,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DINING ROOMS

THE COSMOPOLITAN HOUSE,  
Breakfasts, Dinners, Wines, etc.,  
with Meals, 34, Queen's Road.

## DRAPEES

ABRAHAM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 39, Wellington Street.

WING HOP,  
Ladies' Tailor, Dressmaker, Draper, 62,  
Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOU MERCHANTS

SPERRY FLOUR COMPANY,  
Merchant Millers, San Francisco.  
Eastern Branch, Pedder Street,  
WILLIAM WATLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1850.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

LI KWONG-LOONG,  
Cabinet-maker, Furniture Dealer, Art Do-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LIPSON, LD.,  
8 and 10 D'Aguiar Street,  
Provision and General Merchants.

H. TIE,  
Wine and Spirit Merchants, Groceries,  
Best Goods, Lowest Rates. Try Charles  
Evans' Cream, 10, D'Aguiar  
Street.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Tokio.

SUN SHING, Established 1840.  
Silks, Gauzes, Crêpe-Shawls, Chinaware,  
Ivory, etc. Gold and Silversmiths and  
Engravers, 90, Queen's Road Central.

WAH LOONG,  
Gold and Silversmiths, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bricolage, Human Hair, Fea-  
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

HONGKONG  
BUSINESS DIRECTORY.

## MERCANTILE AGENT

WOODS & CO.,  
Duddell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor, Permanent  
Enlargements, Groups, Views, etc; Devel-  
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,  
Bromide and Crayon Enlargements, Work  
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wanchai.  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

## RATTAN FURNITURE

WOO KEE, LEE HANG CHEUNG SHING,  
Rattan Chairs, Matting, Bamboo Blinds,  
etc., 70, Queen's Road Central.

KWONG TAI LOY,  
Rattan Furniture, Bamboo, Blinds, Mat-  
tings all Colours, 18, Praya Central.

SANG MOW,  
Rattan Furniture, Bamboo, Screens, Mat-  
ting all Colours, 43, Queen's Road, Cl.

## SILK GOODS DEALERS

DHUNAMAL CHELLARAM,  
Dealer in Indian, Chinese and Japanese  
Silk and Fancy Goods, also Art Works,  
2, D'Aguiar Street.

THE GLOBE (TETUMUL PORCHING),  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars, 12, D'Aguiar Street.

SINCERE & CO.,  
Silk Handkerchiefs, Shawls, Table Covers,  
etc. Wholesale and Retail, 122, Queen's  
Road Central and 124, Wellington St.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, Indian, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Tea, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FE. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen LACE Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandelers, Salt-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,  
Shipchandelers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 68, Praya Central.

LANE, CRAWFORD & CO.,  
Tailors and Outfitters, Piano-forte Dealers,  
Shipchandelers, Furniture Dealers and  
Upholsterers, Wine and Spirit Mer-  
chants.

MORE & SEIMUND,  
Shipchandelers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 17, Praya Central.

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W. KENNEDY & CO., 37, Calle San  
Joaquin, Manila, "Windsor Lady" and  
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## AMERICAN SYSTEM

DENTISTRY  
AT  
No. 30, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF FOOTE & NOBLE)  
Hongkong, 15th September, 1899.

## REALITIES OF WAR.

(BY GEORGE LEVER.)

Death from a Mauser bullet is less painful than the drawing of a tooth. Such at least appears to be the case, speaking generally from apparent evidence, without having the opportunity of collecting the opinions of those who have actually died. In books we have read of shrieks of expiring agony, but ask those who have been on many battlefields, and they will not tell you they have heard them. As a rule a sudden exclamation, "I'm hit!" "My God!" "Damn it!" They look as if staggering from the blow of a fist rather than that from a tiny pencil of lead—then a sudden paleness, perhaps a grasping of the hands occasionally as if to hold on to something, when the bottom seems to be falling out of all things stable, but generally no sign of anguish else than the dulling of death—dulling to sleep—drunken sleep—drunken death, it often seems—very commonplace as a rule. A smile as often as, or often more than any sign of pain; but generally no sign of either. Think of this, murmuring mothers of England, Don't picture your sons as drowning out of the world racked with the red torture from the bullet's track, but just as dropping off dully to sleep, most probably with no thought of you or home, without anxiety or regret. Merciful Mauser! He suffered much more pain when you brought him long ago to the dentist and his agony in that horrible chair was infinitely greater than on his bed on the field. Merciful Mauser be thanked!

The first man I saw badly hit during the war was a Devon at Elandslaagte; just after they had advanced within rifle range. He was shot through the head, and it seemed quite useless for the bearers to take the trouble of carrying him off the field; yet they went back looking in vain for a field ambulance. They carried him instead to the cart belonging to a well-known war correspondent. The owner had given the driver strict orders to remain where he was until his return, but the shells were falling around the cart, which, in fact, seemed to be made a mark of by the Boer gunners—perhaps they thought it belonged to one of our generals, who they may have imagined had taken to driving like Jobert and some others of theirs. The arrival of the wounded man was a great Godsend to the driver, who, immediately, with the most humane insistence, offered to drive him to the nearest field hospital. Neither cart nor driver was again seen until long after the battle was over, about nine o'clock in the evening. Strange to say, the man recovered from his wound.

In our first engagements there was rather too much anxiety on the part of a wounded man's comrades to carry him to the rear, but it did not continue for long. The actualizing motive is not always kindness and humanity, but a desire to get out of danger. It was soon evident that it was only going from the frying-pan into the fire, as the danger of walking back carrying a wounded man was immensely greater than remaining or advancing more or less on one's stomach. Sometimes it was the unfortunate wounded man who was hit again. Men carrying off a wounded comrade of course render themselves strictly liable to be regarded as combatants.

A still more absurd practice was that of some times attempting to carry off the dead during an engagement. An instance of this was seen at Rietfontein. A couple of men of a Volunteer regiment were coming across the open ground below the hill under a pretty brisk fire, when Dr. H—, himself one of the most fearless of men, called out to them, "S—has been killed down there; better bring him in." They turned back immediately, and one of them, J. Gillespie, got off his horse and lifted the corpse on to the saddle, they holding it in position by hanging on to a leg on either side, and walked back, while the bullets were whistling around them, and knocking up little spurts of dirt on the ground in front of them. It was a most ghastly sight; the head of the corpse bobbed about with the motion of the horse, and the lips of the corpse were drawn back in a horrible grin, as if he were laughing idiotically at them for trying to qualify for a Victoria Cross with a corpse. I really think they deserved it just as much as if he had been alive.

A curious thing happened to a horse of one of the men who were performing this feat. The owner found when he had returned to Lady Smith that his waterbottle, which was attached to his saddle, had been perforated by a bullet. Showing it to another in the evening, they came to the conclusion, from the position of the holes, that it would be impossible for the holes to be made in the position they were without wounding the horse. The next day, on examining the horse, he found a bullet had actually passed through him, any yet apparently he seemed none the worse.

There was another but different instance of a horse carrying a corpse at the battle of Lombard's Kop. There was no leering and hideous grinning at us, however, as the rider's head had

been blown clean away by a Boer shell. The 5th Lancasters were riding out on our right, when a single horse came galloping past them, clattering furiously over the stony veldt. No wonder the men stared; it was sight to be remembered. The rider was firmly fixed in the deep cavalry saddle; the reins tossed loose with the horse's mane, and both hands were clenched against either side of his breast; and the head was cut off clean at the shoulders. Perhaps in the spasms of that death-thrill the rider had gripped his horse's sides with his long-spurred heels; perhaps the horse also was wounded; anyhow, with head down, and wild and terrified eyes, his shoulders foam-beaped, he tore past as if in horror of the ghastly burden he carried.

How wonderfully expressive are the eyes of these cavalry horses at times! There, it seemed sheer horror; but often when wounded they look towards one with a world of pitiful appeal for relief; in their dumbness loudly reproaching against the horrors of war. Two men being killed on one horse seems rather a tall order, yet it is perfectly true. It happened at the cavalry charge after Elandslaagte. Some of the Boers stood their ground with great stubbornness till our cavalry were only a few yards away. One middle-aged, bearded fellow stayed just a little too long and had not time to get to his horse, which was a few yards away. He scrambled up behind a brother Boer who was just mounting, and almost immediately the 5th Lancasters were upon them. There was a farrier-corporal, an immensely big, powerful fellow, who singled them out. They were galloping down a slight incline as hard as they could get their horses to travel, but their pursuer was gaining on them at every stride. When he came within striking distance he jammed his spurs into his big horse, who sprang forward like a tiger. Weight of man and horse, impetus of gallop and hill focussed in that bright lance-point held as in a vice. It pierced the left side of the back of the man behind, and the point came out through the right side of the man in front, who, with a convulsive movement, threw up his hands, flinging his rifle in the air. The lancer could not withdraw his lance as the man swayed and dropped from their horse, but galloped on into the gathering darkness punctured with rifle flashes here and there and fitting forms that might be friend or foe. This poor fellow was killed a few days after at the battle of Rietfontein. How heartily the Boers hated these Lancasters! They would have liked so much to have had lances barred as against the rules of war; and it would certainly have made an immense difference if our side had succeeded in getting a few more chances, especially at the commencement of the war, of using the lance.

The natives, numbers of whom were looking on at this battle were greatly delighted with the cavalry charge. "It seemed to take their fancy even more than did the artillery." "Great fight, base—plenty much blood, plenty much blood," one of them described it. He said he was crouching down behind a sheltering rock while the Boers were running away past him, and then "the men with the assegais" came galloping after them. A Boer without his horse came running along and, pulling him out, took his place behind the stone. A soldier galloped along and called out, "Hallo, Johnny, what are you doing here? You'll get hurt." Then, catching sight of the Boer, he stuck him down through the back as he passed. "Ah, base, great fight—plenty much blood!"

Times are changed from ages past; there is no longer the mighty "shock of arms," the pomp and panoply of glorious war. Men fall to the shrill whisper of a bullet, the sound of which has not time to reach their ears, fired by an invisible foe. Their death is merely the quiet *erat demonstrandum* of a mathematical and mechanical proposition. But with bow and arrow, spear or battle-axe, Mauser or Lee-Metford, the heart behind the weapon is just the same now as then. Probably faint hearts fall then as now; just as much; shrink to a panic that falls on them suddenly as cold mist on mountain top; and the stout hearts wait with vigour, and perhaps do more of the waiting, and have to sweat and swear and endure this waiting longer now than then, before the intoxicating delight of active battle finds vent for their hearts' desire, when under names like "duty," a monarch's voice in their souls cries "havo," and let slip the old dogs of savagery lying low in every man's nature until the yeldt of this new land is manured. Like the juicy battlefields of old, "with carrion men grooming for burial." —Westminster Gazette.

DON'T LET THE CLOCK RUN  
DOWN.

"The human body," says a great physician, "is a seventy-year clock." Yes, and like all other clocks the time it takes to run depends largely on how it is treated. Take the pendulum weight off the end of the wire and your clock will rattle away at the rate of half a dozen hours in one. Neglect it and it will run irregularly, now fast, now slow. Break the mainspring, or a wheel, and it stops instantly. Take intelligent care of it and a good clock will serve your grandchildren as faithfully as it now serves you.

There is an important difference, however, between your clock and your body. Even after your clock is completely run down, and at a standstill, you can wind it up and set it going again. Not so with the body. Once stopped it goes no more.

We know the limits of his meaning perfectly well, yet, speaking literally, Mr. Matthew L. Brown was not "completely run down" at the time he refers to. Thankful we are, and more thankful still he is, for that. But he was frightfully near it. The pendulum beat very slowly and weakly, and the hands could scarcely be trusted to tell the true time.

"I would take faint spells and my heart would beat and flutter, and I would, nearly another for breath. I felt more like dying than living."

[These fainting or sinking spells of which Mr. Brown speaks are a peculiar feature of the disease he was suffering from. Only modern physicians, and not all of them, understand their gravity or have given them the study they call for. No sensation is more alarming, none more demoralizing to the patient. While they last the angel of death seems to have folded his wings over the sufferer's pale and anxious face. The cause is a poison in the blood arising from stagnated fermentation of food in the stomach. It acts upon the nerves of the brain, lung, heart as a hand might impede the pendulum, a great clock.]

"I began to think," adds our correspondent, "that I never should get around again. My wife wanted me to try Mother Seigel's Syrup. I said I didn't think it was any use. She went and got a bottle of Mother Seigel's Syrup, and before I had taken it I was able to go to my work."

"I have taken several bottles since. I am now able to work as hard as ever. I would advise any one that is suffering as I was to try Mother Seigel's Curative Syrup, and it will not be in vain. Yours truly, (Signed) Matthew L. Brown, East Mapleton, March 28th, 1895."

Our friend laboured under a profound attack of indigestion or dyspepsia. The symptoms he described were due to its effects upon the nervous system, and through that upon other organs. It follows that the medicine to avail him must be one having power to expel existing impurities from the blood, rouse to action the stomach and liver, render nutrition possible by means of the restored digestion, and so give new life to the whole body.

This is what Mother Seigel's Syrup did for our correspondent, and does for all who appeal to it under like circumstances. It winds up the clock before the pendulum has ceased to swing. But keep an eye to that bodily clock of yours, and don't let it run so far down. In other words, the very hour you feel the first sign of illness take a dose of Mother Seigel's Syrup. [55]

## BUSINESS NOTICES.

## READY IN A FEW DAYS.

## "MOUNTINGS OF THE

## NAVAL GUN

and their subsequent use with the

## LADYSMITH RELIEF

## COLUMN."

Being a Lecture by

## CAPTAIN PERCY S. OTT,

R.N., C.B.,

and

## CAPTAIN A. H. LIMPUS, R.N.

(of H.M.S. *Terrible*).

Delivered in Hongkong, June 13th, 1900.

The above lecture is being printed by the *Hongkong Daily Press*, with the kind permission of the Lecturers, and after paying the net cost of production, the entire profits on the sale of the book will be handed over to the Hon. Secretary of the INDIAN FAMINE FUND.

The book will be printed on art paper, within covers, and will be ILLUSTRATED with NUMEROUS MAPS and SKETCHES made from Photographs supplied by Captain Scott.

Orders for copies should be sent in without delay, and should be addressed to the Manager, "Daily Press."

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Hongkong, 14th June, 1900.

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Extreme Length, 371 feet.  
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Hongkong, 27th July, 1897.

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STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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"BENGAL,"  
Captain S. Barclay, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 7th July, 1900, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay with transshipment.

Patrons will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 25th June, 1900. [1]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

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S.S. "THYRA" 1812 Tons, July 7th  
S.S. "CARLEIGH CITY" About 20th Aug.  
S.S. "STRATFORD" About 15th Sept.

THE Steamship "THYRA" will be despatched for HONGKONG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SAN DIEGO AND SAN FRANCISCO, on SATURDAY, the 7th July, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.  
Hongkong, 3rd June, 1900. [14]

## OCEAN STEAMSHIP COMPANY.

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"DARDANUS,"  
Captain Stevens, will be despatched as above on SATURDAY, the 7th July.

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BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd July, 1900. 1670

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THE Steamship

"BISAGNO,"  
Captain Mazzanti, will be despatched as above on MONDAY, the 9th July, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 29th June, 1900. [7]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"  
Captain Towell, will be despatched as above on TUESDAY, the 10th July.

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BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th June, 1900. 1685

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"ANPING MARU,"  
Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 11th July, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 27th June, 1900. 1443

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA MANILA.

THE Company's Steamship

"PYRREUS,"  
Captain Bosson, will be despatched as above on THURSDAY, the 12th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 30th June, 1900. [1786]

## VESSELS ON THE BERTH

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"  
Captain Blizard, will be despatched as above on WEDNESDAY, the 11th July, at 5 p.m.

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For Freight or Passage, apply to  
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Hongkong, 5th July, 1900. 1914

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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Hongkong, 4th July, 1900. [1909]

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Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 14th July, 1900, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 6th July, 1900. [4]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

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A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

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Agents.

Hongkong, 5th July, 1900. 1912

## CANADIAN PACIFIC RAILWAY COMPANY.

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"TARTAR," Commander H. PEBUS, R.N.R., 4,425 Tons Gross Register. Will be despatched on or about Saturday, 11th AUGUST, 1900.

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For information as to rates of Freight and Passage, &c., apply to  
D. E. BROWN,  
General Agent.

Hongkong, 5th July, 1900. 1911

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th June, 1900. 1780

## CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"  
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th June, 1900. [1781]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 4th June, 1900. [75]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th June, 1900. 1753

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"  
Captain Bartlett, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 30th June, 1900. [1865]

## VESSELS ON THE BERTH

SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"  
will be despatched for the above port on or about 15th July.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 1st June, 1900. 1645

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 16th July, 1900, at 1 p.m., the Company's Steamship "SYDNEY," Captain Aliaga, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the *Armand Beloe*, which vessel takes on her Passengers and Mails, having that port on the 25th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th July, 1900. [2]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 6th July, 1900. [3]

## HONGKONG STEAMERS.

Arrn, British steamer, 2,491, Phillips, June 29, Standard Oil Co.

Argyll, British str., 1,886, Thomson, June 23, Doddwell & Co., Ltd.

Ariake Maru, Jap. str., 1,886, Yamamoto, June 25, Butterfield & Swire.

Arratoon Apar, Brit. str., 2,879, Stewart, June 29, David Sassoon, Sons & Co.

Bellorphone, British str., 1,318, Lyons, July 4, Butterfield & Swire.

Bengal, British str., 2,761, Barclay, July 5, P. & O. S. N. Co.

Bengale, British str., 1,993, Thomson, July 1, Gibb, Livingston & Co.

Beauveuve, British str., 1,467, Potter, July 2, Chinese.

Biango, Italian str., 1,509, Dante, July 3, Carlowitz & Co.

Changsha, British str., 1,463, Moore, May 29, Butterfield & Swire.

Chelydra, British str., 1,867, Davies, July 4, Jardine, Matheson &amp; Co.

Chunshan, British str., 1,241, Messer, July 2, Bradley &amp; Co.



## POST OFFICE NOTICES.

The *Malta*, with the English Mail of the 8th June, left Singapore on Sunday, the 1st instant, at 6 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 7th May.

The *Hongkong Mail*, dated San Francisco 14th June, left Yokohama on Tuesday, the 3rd instant, at daylight, and may be expected here on or about Tuesday, the 10th instant.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Weihaiwei and Taku	Hwang	Fri. 6th July, 11.00 A.M.
Singapore, Penang and Calcutta	Arratoon Apoor	Friday, 6th July, 2.00 P.M.
Yokohama and Hongkong	Savio	Friday, 6th July, 3.00 P.M.
Shanghai	Loonmoon	Friday, 6th July, 4.00 P.M.
Samsui and Wuchow	Wachow	Friday, 6th July, 4.00 P.M.
Swatow, Amoy and Foochow	Hatching	Satur. 7th July, 10.00 A.M.
Swatow, Shanghai, Moji, Kobe, Yokohama, San Diego and San Francisco	Thyrs	Satur. 7th July, 10.00 A.M.
Europe, &c., India via Taticoria		Saturday, 7th July, 8.00 A.M.
(Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)		
Singapore, Penang and Bombay	Bengal	Letters 10.30 A.M.
Samsui and Wuchow		Letters 11.00 A.M.
Manila	Bisago	Mon. 9th July, 11.00 A.M.
Singapore, Penang and Calcutta	Samsui	Mon. 9th July, 4.00 P.M.
	Generalda	Wednes. 11th July, 4 P.M.
	Chetysda	Thurs. 12th July, 10 A.M.
Europe, &c., India via Taticoria		Registration 10.00 A.M.
(Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Bayerk	Letters 11.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Chingtu	Satur. 14th July, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of Mail. Extra postage 10 cents)		Wednesday, 13th July, 10.00 A.M.
	Empress of Japan	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters 11.00 A.M.

## TO-MORROW.

Sale, Postage Stamps, Mr. V. I. Remedios, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

THURSDAY, 5th July.  
EXCHANGE.

ON LONDON—	1/11 1/2
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	3/0
Bank Bills, at 4 months sight	2/0
Credits, at 4 months sight	2/0
Documentary Bills, 4 months sight	2/0
ON PARIS—	2/50
Bank Bills, on demand	2/50
Credits, at 4 months sight	2/50
ON GERMANY—	2/63 1/2
ON NEW YORK—	48 1/2
Bank Bills, on demand	48 1/2
Credits, 60 days sight	49 1/2
ON BOMBAY—	149
Telegraphic Transfer	149
Bank, on demand	149 1/2
ON CALCUTTA—	149
Telegraphic Transfer	149
Bank, on demand	149 1/2
ON SHANGHAI—	71
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA—	23 p.c.p.m.
On demand	23 p.c.p.m.
ON MANILA—	23 p.c.p.m.
On demand	23 p.c.p.m.
ON SINGAPORE—	4 p.c.p.m.
On demand	4 p.c.p.m.
ON BATAVIA—	11 1/2
On demand	11 1/2
ON HAI PHONG—	3 p.c.p.m.
On demand	3 p.c.p.m.
ON SAIGON—	23 p.c.p.m.
On demand	23 p.c.p.m.
ON BANGKOK—	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.64
GOLD LEAF, 100 lbs, per teel	53
BAB SILVER, per oz	28 1/2

## OPIUM.

Quotations are—	Allow 50 net to 1 catty.
Malwa New	\$890 to \$900 per picul.
Malwa Old	\$890 to \$920 "
Malwa Older	\$890 to \$940 "
P. P. wrapped	\$870 to —
Persian fine quality	\$910 to —
Persian extra fine	\$850 to —
Patna New	\$855 to — per chest.
Patna Old	\$1040 to —
Bombay New	\$855 to —
Bombay Old	\$8 —

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The Imperial German Mail steamer *König Albert*, carrying the German Mails with dates from Berlin of the 13th June, left Singapore on Wednesday, the 4th inst., at noon, and may be expected here on or about Sunday, the 8th inst., at noon.

The Imperial German Mail steamer *Bayern* left Kobe via Nagasaki, Shanghai, and Foochow on Sunday, the 1st inst., and may be expected here on or about Wednesday, the 11th inst., at noon.

## THE CANADIAN MAIL.

The C. P. E. steamer *Empress of Japan* left Kobe on Tuesday, the 3rd inst., for Hongkong via usual ports of call.

The C. P. E. steamer *Empress of India* left Nagasaki on Monday, 2nd July, for Hongkong via usual ports of call.

## THE AUSTRALIAN MAIL.

The E. & A. steamer *Eastern*, from Sydney, left Port Darwin on 20th ult., for Timor and Hongkong.

## THE AMERICAN MAIL.

The P. K. K. steamer *Hongkong Maru*, with mails, &c., from San Francisco to the 14th ult. via Honolulu, left Yokohama for Nagasaki, and Shanghai on the 22nd ult.

The P. M. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 22nd ult.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 30th ult.

## MERCHANT STEAMERS.

The H. A. L. steamer *Holadiki*, from Hamburg, left Singapore for this port 30th June, and may be expected here on or about the 6th instant.

The steamer *Verona* left Suez on the 7th ult., and is expected here on or about the 7th instant.

The China Mutual steamer *Teikoku*, from Glasgow and Liverpool, is due at this port on the 12th instant.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 24th ult.

## JOINT STOCK SHARES.

HONGKONG, 5th July.

STOCKS.	No. of Shares.	ISSUED.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/112d. = \$21.63 1/2 for 2nd half year 1900	302 p. ct. pr. = \$302 1/2 [buyers]
Bank of China & Japan, Ltd.	100,875	29	29	None	21
Do. Deferred	1,250	21	21	None	23 1/2
National Bank of China, Ltd.	10,000	210	210	2 1/2 for 1899	\$27, buyers
Do. Founders' Shares	20,000	210	210	2 1/2 for 1899	\$27
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. ct. = \$18 for 1899	\$262 1/2, buyers
China Traders Ins. Co., Ltd.	24,000	\$83 3/4	\$83 3/4	10 p. ct. for 1899	\$57, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p. ct. for 1899	\$115, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	10 p. ct. for 1899	\$121, sellers
Canton Ins. Co., Ltd.	10,000	\$250	\$250	10 p. ct. for 1899	\$132 1/2, sellers
Strait Insurance Co., Ltd.	30,000	\$100	\$100	3 p. ct. for 1899	\$1, buyers
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1899	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$8 for 1899	\$79, sellers
<b>SHIPPING.</b>					
Hongkong and Shanghai S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31-12-99	\$304, sellers
Indo-China S. S. Co., Ltd.	60,000	\$210	\$210	10 p. ct. for 1899	\$83, sellers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	20 p. ct. for 1899	\$15, old
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 31-12-99	\$40, sellers
China Mutual S. S. Co., Ltd.	20,000	\$210	\$210	10 p. ct. for 1899	\$211, buyers
Do. Ordinary	20,000	\$210	\$210	10 p. ct. for 1899	\$211, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30-4-00	\$174, old sellers
Sholl Transport & Trading Co., Limited	18,000	\$100	\$100	Final of 5 p. ct. for 1899	\$230, sellers
<b>REFINERIES.</b>					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for 1899	\$120, sales
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1899	\$30
<b>MINING.</b>					
Panjoan Mining Co., Ltd.	80,000	\$8	\$8	None	\$34, sellers
Do. Preference	30,000	\$1	\$1	None	\$1, sellers
Societe Fran. des Charbonnages de Tonkin	10,000	\$250	\$250	None	\$200, sellers
Queens Mines, Limited	400,000	\$25	\$25	None	15 cents, buyers
Jolebi Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year ended 31-7-99 (coupon 9)	\$12, sales
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	1st 51 cts, 10th div. on 18-10-00	\$57
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$23
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$23
Do. Preference	70,000	\$1	\$1	First year	45 cents, sellers
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. ct. & 12 p. ct. bonus for 1899	\$20 p. ct. pr. = \$77 1/2 [sellers]
Hongkong and Whampoa Dock Co., Limited	20,000	\$30	\$30	Final of 5 p. ct. for 1899	\$84, cum now issue
Wharf and G. Co., Ltd.	2,000	\$100	\$100	Final of \$15 = \$3 for 1899	\$50, buyers
Wanchai Warehouse and Storage Co., Ltd.	8,000	\$60	\$60	22 p. ct. for 1899	\$21, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment & Agency Co., Ltd.	60,000	\$100	\$100	Final of \$31 = \$8 for 1899	\$101, cum call
Kowloon and B. Co., Ltd.	0,000	\$30	\$30	Final of 1899	\$254, sellers
West Point Building Company, Limited	12,500	\$50	\$50	Final of \$15 = \$3 for 1899	\$47, buyers
Hongkong Hotel Company, Limited	12,000	\$30	\$30	10 p. ct. for half year ended 31-12-99	\$128, buyers
Humphreys Est. & Fin. Co.	65,000	\$10	\$10	5 p. ct. for 1899	\$107 1/2, sellers
<b>COTTON MILLS.</b>					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	34 p. ct. for period ending 31-12-99	Tls. 60
International Cotton Spinning & Weaving Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account '98	Tls. 60
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	\$100	\$100	4 p. ct. on account '98	Tls. 60
Soy Chee Cotton Spinning Company, Ltd.	7,500	\$100	\$100	4 p. ct. for period ending 31-12-99	Tls. 37 1/2
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	None	Tls. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$37, sellers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1900. Cpt.	\$21, sales
China Borneo Co., Ltd.	7,000	\$20	\$20	Final of 6 p. ct. making 11 p. ct. for '99	\$151, buyers
A. S. Watson & Co., Ltd.	0,000	\$10	\$10	60 cents on 10-7-99	\$118 1/2, sales and sel.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	9 p. ct. for 1899	\$118, ex div.
Hongkong and China Gas Company, Limited	7,000	\$20	\$20	\$10 for 1899	\$170
Hongkong Electric Co., Ltd.	10,000	\$20	\$20	15 p. ct. for 1899	\$48, buyers
Geo. Farwell & Co., Ltd.	8,000	\$25	\$25	Final of \$10 = \$12 for 1899	\$105, sellers
Hongkong Ice Co., Ltd.	1,000	\$25	\$25	\$12 for year ended 30-11-99	\$170, buyers
Tranvays Co., Ltd.	1,250	\$100	\$100	30-11-99	\$83
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. ct. for year ended 31-7-99	\$83
Carmichael & Co., Ltd.	2,000	\$25	\$25	\$1 for 1899	\$20
Elk & China Bakery Co., Ltd.	0,000	\$30	\$30	15 p. ct. for 1899	\$20 ex div. buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1899	\$14, sellers
Bell's Asbestos Co., Ltd.	10,000	\$10	\$10	None	\$81, sales
United Asbestos Co., Ltd.	10,000	\$10	\$10	None	\$11, buyers
Agency, Limited	10,000	\$10	\$10	None	\$5, sellers
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31-12-99	\$9.00, sellers
Watkins, Limited	1,000	\$10	\$10	8 p. ct. for 1899	\$10

## FOR SALE.

In addition to the BLICK-ENDERFER TYPE-WRITER, We Manufacture a complete line of DESKS, roll and flat top TYPE-WRITER, CABINETS, OFFICE TABLES, and FURNITURE, SUSPENSION Letter Document, and Catalogue FILES, CARD INDEX, CABINETS, and any article used in an Office or Library.

We cordially invite Merchants and others to send for our complete Catalogue. Orders may be placed through any Reputable London or American House or direct, as may best suit convenience.

BLICK-ENDERFER MANTG. CO.

825, Broadway, New York City.

Cable Address "Blick," Hongkong, 24th October, 1899.

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly Forty Years, it circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 8, Praya Central, Hongkong, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

W. M. PARLANE, Manager.

Hongkong, 17th February, 1899.

## YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL YEN 12,000,000

ANNUAL OUTPUT 600,000 TONS.

PORTS OF EXPORT OTARU AND MUROMA.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IIDAACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO.

HUGHES & ROUGH, Agents for Hongkong.

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Boats, as FRESH WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO., STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1899.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 3rd JULY, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Direction.	Force.	Weather.
Victoria	3 p.	29.78	75	85	SE	4	—
Kobe	3 p.	29.87	75	85	SE	4	—
Nagasaki	3 p.	29.70	75	85	SE	4	—
Kagoshima	3 p.	29.70	75	85	SE	4	—
Tsushima	3 p.	29.83	75	85	SE	4	—
Taipei	3 p.	29.81	75	85	SE	4	—
Tainan	3 p.	29.81	75	85	SE	4	—